Application No. SDP15-00005 (Site Development Permit) and Administrative Adjustment of Standards

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The following technical studies, which informed the analysis of this project for Site Development Permit compliance, are available in the Department of Development Services and online, in the City's website, under Development Services:

1. Critical Area Study
2. Preliminary Drainage Report
3. Preliminary Geotechnical Report
4. Preliminary Traffic Impact Analysis

STAFF REPORT

I. Application Information

Applications: Project No. PRJ14-00051
Site Development Permit: SDP15-00005

Project name: Gateway Senior Housing

Staff Contact: Amy Tarce, Senior Planner
Development Services Department. 425-837-3097
amyt@issaquahwa.gov

Applicant: The Wolff Company
911 East Pike Street, STE 310
Seattle, WA 98122

Owner: Issaquah Gateway, LLC
911 East Pike Street, STE 310
Seattle, WA 98122

Request: Site Development Permit **approval** for a 146-unit 5-story senior apartment building on 6.09 acres. The site includes approximately 1.8 acres of creek and wetland buffers, reducing the developable area to 4.29 acres. The project includes a community garden, dog run and outdoor seating area for the residents. The project proposes 78 parking spaces for residents and 32 spaces for employees. A community garden, swimming pool, social room, dog run and outdoor seating connected to a nature trail are provided as private community spaces for the future residents. Existing critical area buffers will be enhanced. Site access is on Newport Way. A gravel-paved 10-foot wide bridge will connect the site to the Gateway Senior Housing, across Schneider Creek. This project was described as Phase 2 of the Issaquah Gateway Senior Housing, SDP15-00005.

Location: The project site is located at the northwest corner of Central Issaquah, at 2450 Newport Way NW (see Attachment 1, Site Vicinity Map).

Existing Land Use: The project site consists of two lots that are being consolidated into a single parcel through a Lot Line Adjustment. One lot is currently vacant while the other is occupied by a vacant home.

Adjacent Uses (see Figure 1, Existing Land Use):

- North: I-90 and a vacant private lot.
- South: Veterinary Clinic
- East: Multi-family development (Gateway Senior Housing, under construction)
- West: Across Newport Way: Multifamily, Single-family, City of Issaquah stormwater pond

Zoning: VR, Village Residential

Comprehensive Plan:
Land Use: "Multi-family Residential"
Subarea: "Central Issaquah"
District: "Western Gateway"

II. Recommendation

Based upon the application, submitted plans, listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Development Commission approve the Site Development Permit for Gateway Senior Housing, with conditions.

III. Site Development Permit Level of Review

Based on Table 4.3A, Levels of Review, in the CIDDS, this project requires a Level 3 Site Development Permit review. The process steps for a Level 3 review are outlined in Table 3.8-1.

IV. Public Comments

The City received comments from 5 citizens (one sent multiple emails on different dates) regarding this proposal (see Attachment 7). Staff responses are included with the public comments.

V. Background

This development proposal is the second phase of the multi-phased development of the former Mull property, which consists of 7 parcels. The Gateway Senior Housing, SDP15-00005, is the first phase. At this time of review, there is an application for a Lot Line Adjustment, LLA15-00007, to consolidate some of the lots and relocate property lines so that no property lines will run through the buildings. The current plans still show the existing 7 lots. The future lots created by the Lot Line Adjustment will be configured as shown in Fig. 1 below.

[Condition 1] *No building permit shall be issued prior to the approved of the Lot Line Adjustment for the Gateway Phase 1 and Phase 2 projects, LLA15-00007*.

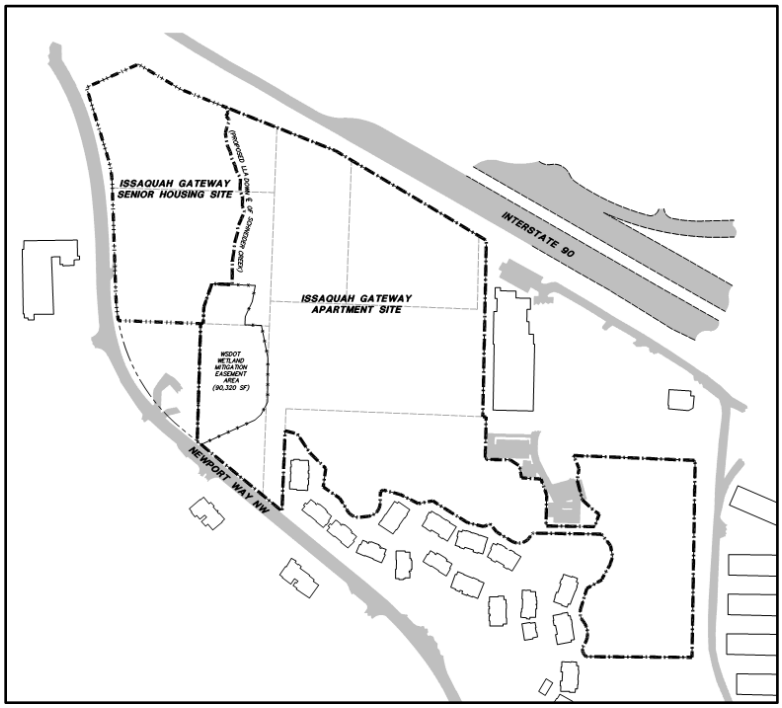


Fig. 1. Future boundary lines of Gateway Senior Housing, pending Lot Line Adjustment

Approval Criteria

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Development Commission with the confidence that the project meets the standards and guidelines contained in the Central Issaquah Plan and the Central Issaquah Development and Design Standards (CIDDS), and, where appropriate, City or other applicable Code, prior to the preparation of construction documents.

The decision shall be made using applicable approval criteria including but not limited to:

If the development proposal:

A. Is consistent with the Comprehensive Plan and Central Issaquah Plan;
B. Meets all applicable codes, rules, regulations, and polices; and
C. Satisfies the elements of the Central Issaquah Development and Design Standards.

Only those goals and standards that apply to the SDP application are discussed in this report. A completed CIDDS Checklist is provided as part of this Staff Report to document how the project fully complied with the CIDDS and includes a comprehensive staff analysis for this project.

VI. Development Standards and Regulations

This chapter of the Staff Report is meant to provide the rationale that served as the basis for the recommendation for the approval of the SDP, including the conditions of approval. In addition to the recommended conditions in this chapter, there are mitigation requirements for environmental impacts identified in the SEPA review for this project and construction conditions meant to address specific CIDDS standards that are more appropriately reviewed during the construction permit review of projects. Please see Attachment 3 for SEPA environmental impacts mitigation requirements.

SEPA Review

SEPA environmental review is concurrently being conducted with the Site Development Permit review. SEPA is done early in the permit process and is required to be completed before the Site Development Permit (SDP) decision. Staff has determined that environmental impacts will require mitigation. A Draft Mitigated Determination of Nonsignificance was issued on January 14, 2016. A 21-day combined comment/appeal period was established beginning on January 14, 2016 and ending on February 4, 2016.

> [Condition 2] *The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.*

The Mitigated Determination of Nonsignificance (MDNS) is based on the SEPA environmental checklist dated April 28, 2015 and revised July 9, 2015 and supplemental technical information and reports listed in the Notes. SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code. The issued SEPA MDNS and SEPA Checklist are provided as Attachment 3 of this Report.

CENTRAL ISSAQUAH PLAN and CENTRAL ISSAQUAH DEVELOPMENT AND DESIGN STANDARDS

The following summarizes compliance, or where appropriate, the basis for the recommended Land Use and Construction Conditions for SDP15-00005, Gateway Senior Housing. Detailed analysis of project compliance to the Central Issaquah Development and Design Standards can be found in the CIDDS Checklist (see Attachment 2). The CIDDS Checklist staff comments are based on the Plan Drawings dated October 27, 2015, Rev. 1 date of January 19, 2016 (see Attachment 8). Many CIDDS standards can only be reviewed for compliance at the construction permit review phase. These items are marked with an "X" in the Design Checklist, under the column heading "Review at Constn." A mark in this box indicates that a standard will be substantially or fully reviewed with construction permits, since elements reviewed for compliance during land use permit review are almost always also reviewed during construction permit review as well. The approval of the SDP with the conditions of approval does not preclude further staff requirements during construction permits review of the project to ensure compliance with the CIDDS.

Chapter 1: Purpose and Applicability

The purpose of the Central Issaquah Plan and Development and Design Standards are to provide the tools for implementing an inspiring, animated, and connected urban community where pedestrians are priority, requiring buildings and open space that are openly inter-related, designing sites that make a positive contribution to the Public Realm, attracting businesses that complement the Central Issaquah vision, and creating a place where people of all income levels and diversities are drawn to live, work, and play.

Applicability: The subject site is located within the Central Issaquah subarea of the City. New development and redevelopment activities, such as the proposed multi-family development, are subject to the Central Issaquah Development and Design Standards. The Applicant and the City have worked collaboratively on the design of this project to meet the design standards of the Central Issaquah Plan.

Interpretations

The Central Issaquah Development and Design Standards authorizes the Director to interpret and adjust the Code where there are ambiguity or conflicts in the standards. For this project, interpretations have been applied to the following requirements:

1. Park impact fee credits (CIDDS 7.5)
2. Pedestrian Connection (CIDDS 12.5.A)

Each of the interpretations is discussed in greater detail in the succeeding chapters of the staff report below. Park impact fee credits are in Chapter 6 and the Newport Way interpretation is in Chapter 6.

Administrative Adjustment of Standards (AAS)

Administrative Adjustment of Standards are requested by the Applicant for:
Circulation Facilities (Chapters 6 and 12)

- Parkway standards for Newport Way
- Neighborhood Street

Building Design (Chap. 14)

- Building setback above the third story (Sec. 14.3.A.1)

AASs are Level 2, administrative review with provision for the public to provide comments. The AASs for the Gateway Senior Housing is concurrently being reviewed and Staff is soliciting input from the public. Decisions for the AAS will be finalized prior to the Development Commission taking action on this SDP application.

Unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Plan standards, which are in conflict with the elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Administrative Adjustment of Standards as allowed under Chapter 1.0.E (Administrative Adjustment of Standards Flexibility).

Chapter 2: Definitions Specific to Central Issaquah Plan

Chapter 2 contains definitions for terms used throughout the Central Issaquah Plan. These are additive to the definitions in the Land Use Code. Capitalized words in this staff report are defined terms in Chapter 2.0.

Chapter 3: Procedures

Chapter 3 provides for the procedures of processing permits within the Central Issaquah Plan. Because the total site contains 3 or more acres, it is a Level 3 Review (see (Table 4.3A) in which the Development Commission is the decision maker. The applicant chose to not hold an optional Community Conference.

Table 3.8-1 of this Chapter requires that the Level 3 Review include: Early Coordination and Collaboration, Pre-Application Meeting, Complete Application Determination, Notice of Application, SEPA Determination, Public Hearing, Notice of Decision and provisions for Appeals and Permit Extension.

The Applicant and City Staff has collaborated extensively since the pre-application review to identify issues of compliance with the Central Issaquah Development and Design Standards and resolve these issues prior to the public hearing. The public has been provided with opportunities for early review and comment by providing the project documents on the City's website, from the time of the Pre-application review. Members of the community attended the Rivers & Streams Board meeting and provided comments also. (The meeting minutes are available at the public at the Permit Center upon request.)

Below is the project schedule following the prescribed Level 3 Review process. Some actions will occur in the future e.g. Second Public Hearing, Notice of Decision, and Appeals if one is filed.

Pre-application Meeting: **June 15, 2015**
Determination of Complete Application: **November 3, 2015**
Rivers and Streams Board meeting: **December 15, 2015**

Notice of SEPA Determination issued: **January 14, 2016** (21-day comment and appeal period begins)
Development Commission Public Hearing, part 1: **February 3, 2016**
Final Determination for SEPA: **February 4, 2016** (comment and appeal period ends for SEPA)
Development Commission Second Public Hearing (decision): **TBD**

Public Notices

The Notice of Application included notices to: 1) parties of record, 2) adjacent property owners, 3) the City's website, and 4) property posting.

- A Notice of Application was posted on the City's website and mailed to adjacent property owners on **November 13, 2015**.
- Property posting with a 4' x 4' project identification sign was placed on the site on **November 13, 2015**.
- A Notice of Public Hearing was mailed to properties within 300 feet of the project on **January 20, 2016**. A Legal notice in the Issaquah Press was published on **January 21, 2016** of the Development Commission's Public Hearing scheduled on Feb. 3, 2016. Per the IMC 18.04.180.C, legal notices are required to be provided at least 10 days before the meeting/hearing.
- Notice of the Development Commission Public Hearing was also placed on the City's web site and on the project identification sign on the site.
- A Notice of Decision of the Site Development Permit, when issued, will be emailed to all parties of record and an appeal process will be provided as governed by IMC 18.04.250.

Chapter 4: Zoning Districts, Uses and Standards Summary

The intent of chapter 4 is to establish zoning districts to allow for a livable, sustainable, mixed use, urban community; balance environmental concerns with development pressures; and to ensure the health, welfare and safety of those who work, live and play in Central Issaquah.

The zoning of the property is VR, Village Residential and multi-family residential is a permitted use. The Intent of the Village Residential is to establish and preserve areas for moderate density residential uses and compatible commercial uses. The project is providing medium density residential, at approximately 24 units/acre. The proposed 0.96 F.A.R. meets the requirement for the VR, Village Residential zone (see District Standards Table below).

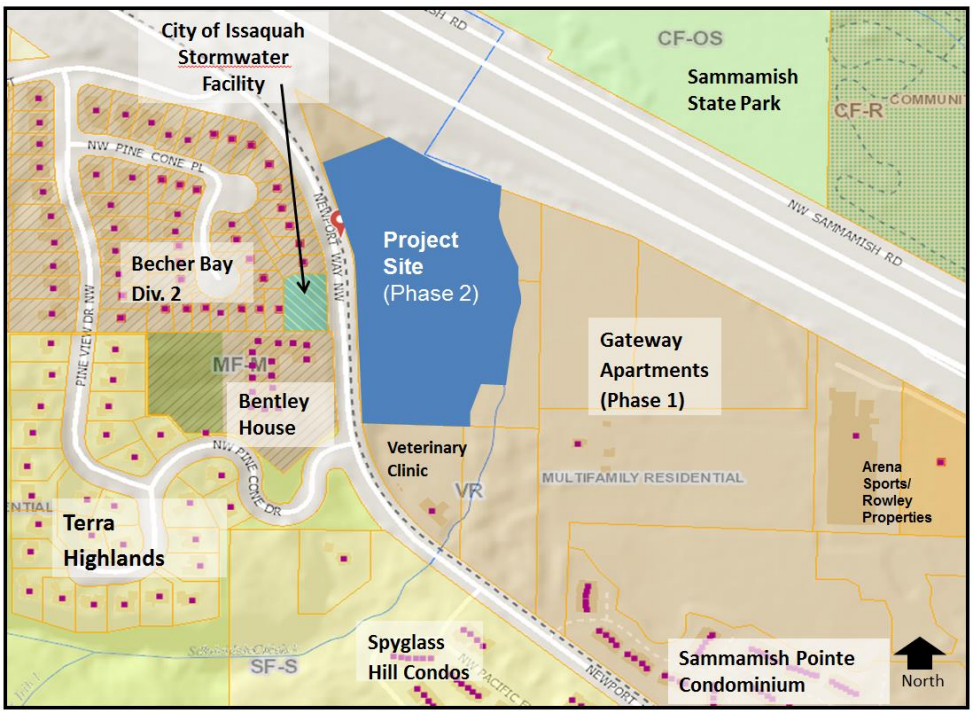


Fig. 2. Vicinity Map with Zoning Designation and Existing Land Use

Level of Review (Table 4.3A)
See comments in **Chapter 3: Procedures**, above.

Permitted Land Uses
According to Table 4.3B Permitted Land Uses, a multi-family development with 5 or more units is permitted in the VR, Village Residential zone of Central Issaquah.

District Standards
Table 4.4 is the District Standards Table. Applicable sections to this table are:

STANDARD	ALLOWED/REQUIRED	PROPOSED
Floor Area Ratio – Base:	Minimum of 0.75 up to 1.25 (without bonus density)	0.96*
Height – Base:	48 feet up to 54 feet. **	54 feet
Setbacks – side and rear:	0 feet	Front setback, 10 feet, from the new Neighborhood Street; side and rear setbacks vary
Setbacks - Build to Line:	0-15 feet maximum	Building sits 10 feet from the back of the sidewalk
Impervious Surface:	90% maximum	Approximately 42.16%

The project meets the District standards. The building height proposed is within the maximum height limit, based on the height measurement in CIDDS 4.4.E:

1) Gabled dormers comprise no more than 50% of the roof area (see sheet A0104)
2) The grade chosen as having the "stronger relationship" to the building is the finished grade of the new Neighborhood Street. The finished grade allows for the building to be located next to the Circulation Facility such that a continuous street wall is provided. It also prevents the creation of extreme grading on a site with varying steep slopes and critical areas.
3) It supports the development of a medium density residential development with internal circulation that prioritizes pedestrians and creates quality green spaces, consistent with the vision for the VR, Village Residential zoning district of Central Issaquah.

Chapter 5: Density Bonus Program – not proposed or required

CIRCULATION Development and Design Standards (Chap. 6 and 12)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

Chapter 6: Circulation Facilities Development Standards

Chapter 6 provides the appropriate standards to establish design, configuration, and performance of all Circulation Facilities that serve this project including non-motorized routes. The proposed Gateway Senior Housing complies with the CIDDS, with conditions. Detailed analysis of project compliance to Chapter 6 can be found in the Design Checklist.

General Description of Proposed Circulation Facilities

The Circulation Facilities serve one building and its associated community spaces (see sheet A0100, Architectural Site Plan). The site is accessed off of Newport Way through a Neighborhood Street, which terminates at the southern end of the property and provides access to the surface parking lots and the garage of the building. Fire truck access is required around the building, and two fire truck turnarounds are provided – one at the southwest corner and the other at the northeast corner of the property. Continuous sidewalks are provided around the building and pedestrian crossings at vehicular travel lanes are designed as pedestrian plazas with special paving (see sheet L1.14, Pedestrian Circulation).

A continuous bicycle-pedestrian facility is provided from Newport Way to the interior of the lot, and a bike-pedestrian bridge is proposed to connect this site to the Gateway Senior Housing, immediately west of the project. The Shared Use Route is provided along Newport Way in lieu of a 6-foot sidewalk. This multi-use trail is connected to the interior of the site through a 6-foot ramped sidewalk that leads to a pedestrian plaza and porte cochere of the building. A bicyclist will need to dismount at the pedestrian entrance on Newport Way but can get back on their bike once they get to the bottom of the ramp. A bicyclist can then ride their bike on the travel lane, through the gravel-paved bridge over Schneider Creek, and connect to the Gateway Senior Housing, and further on to the Shared Use Route that spans Tibbetts Creek.

6.1 Intent

The intent of this Chapter is to create a comprehensive Circulation Facility network that:

- Prioritizes nonmotorized users over motorized uses that are safe and convenient.
- Contributes to the Public Realm through well-designed and inviting Movement Zones.
- Provides a variety of facilities that accommodates the multiple functions that occur such as connectivity, recreation, passive use, informal gathering and stormwater.

6.2 General Standards

Block Length (6.2.A)

The requirements for pedestrian Circulation Facilities for every 300 feet length of a block is meant to ensure that there are multiple routes for pedestrians to access the site without traversing uncomfortable long distances. The Newport frontage is 720 feet. Two pedestrian circulation connections are provided (point A and B). At the Neighborhood Street, approximately 530 feet long, two pedestrian connections are also provided (point C and D).

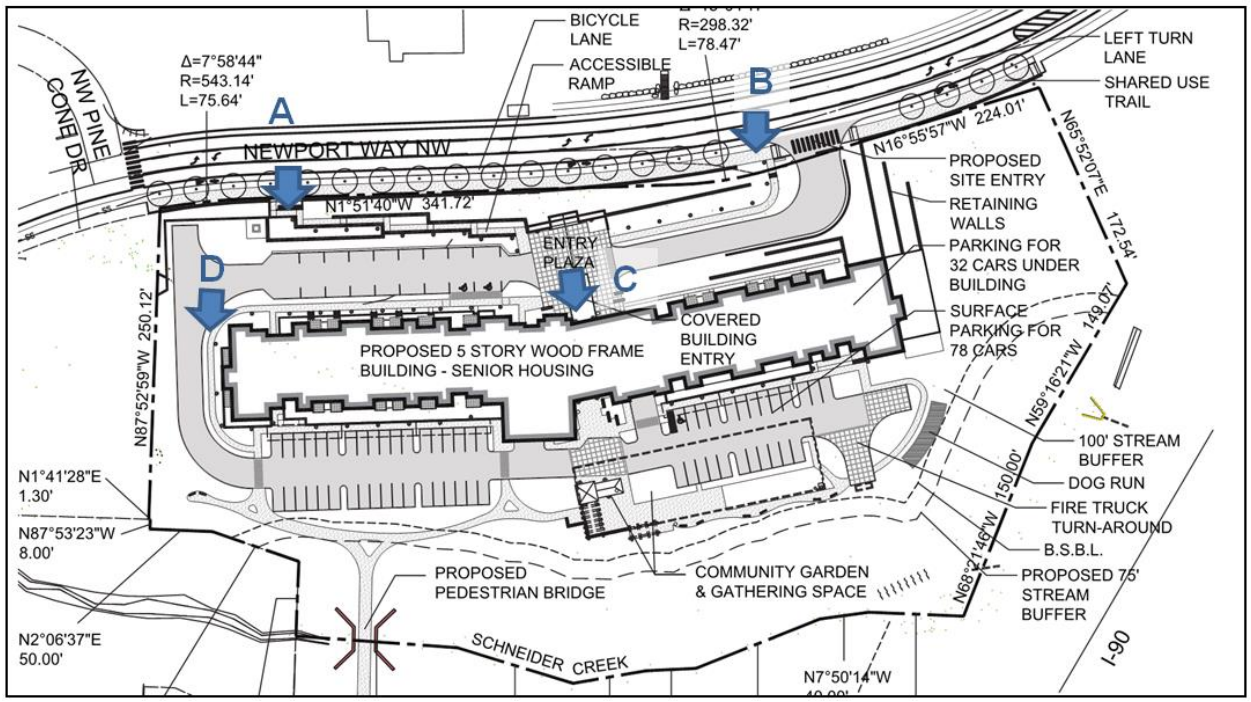


Fig. 3. Pedestrian Connections to Break the Block Length

Existing and New Circulation Facilities (6.2.B)

The following describes each Circulation Facility type (Section 6.4) proposed for the Gateway Senior Housing and discusses how they are designed to comply with the Circulation Facility standards set forth in Section 6.4. Existing conditions and proposed frontage improvements for Newport Way are also discussed, and recommended approval conditions are identified. Street lighting is discussed under Chapter 17; street landscapes are discussed under Chapters 10 and 16. The internal street proposed will be private but will be designed according to the CIDDS circulation facilities standard dimensions and design.

A new street (shown as a grey dashed line in Fig. 4) is required to connect from Newport Way through the project site to the veterinary clinic (the grey dashed line inside the red circle is a new street to be constructed by others and not required for this project.) This connection is conceptually shown on sheet A0100, Architectural Site Plan. The connection has not been fully developed at this time and need to be further coordinated with the proposed site utilities, grading and landscape plan. No other sheets show this connection on the SDP plans. See additional staff discussion in Section 12.5, Connectivity and Block Structure.

Fig. 4. Required Street Connections

[Condition 3] *[Placeholder – to be provided with the Briefing Memo]*

Required Circulation Facilities per CIDDS Fig. 6A and CIDDS 12.5.A (See Fig. 5)

Table 1. Required Circulation Facilities

PROPOSED CIRCULATION FACILITY To comply with CIDDS Fig.6A	**CLASSIFICATION STANDARD**	**Staff Analysis**
Newport Way	Parkway	Complies
Internal street	Neighborhood Street	Complies, with AAS
Building lobby and interior pedestrian connection	Primary Through Block Passage (green dashed arrow)	Complies per code interpretation
Walk south of building	Secondary Through Block Passage (red arrow)	Complies per code interpretation

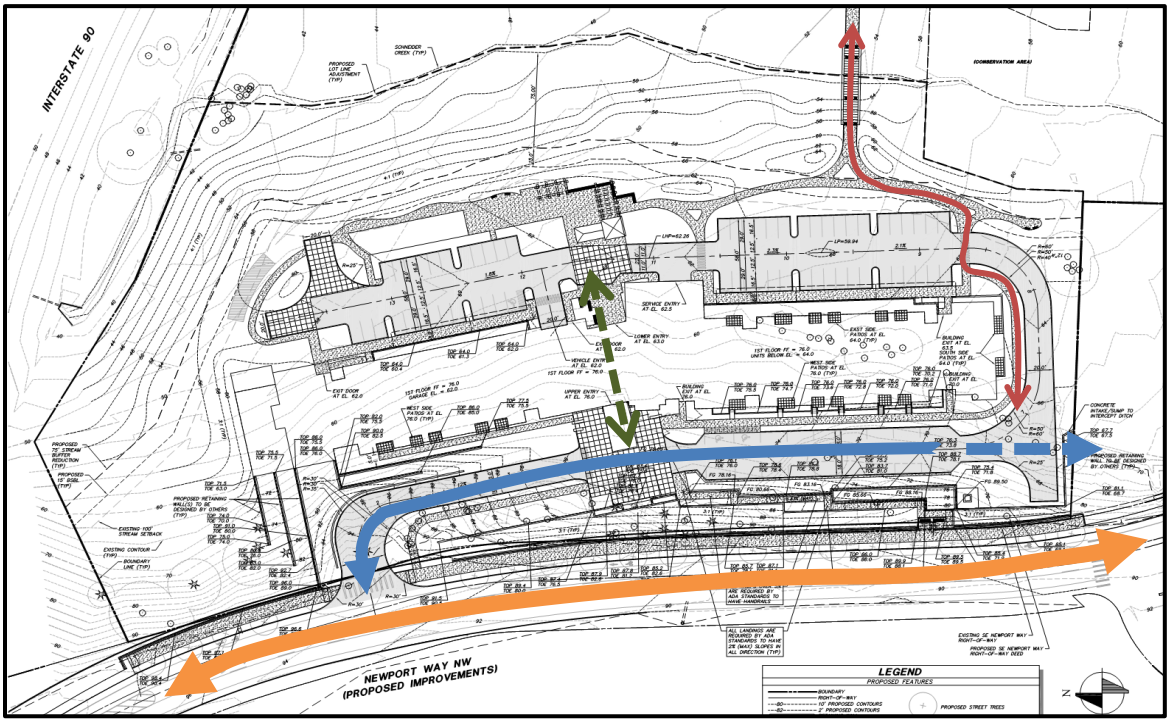


Fig. 5. Proposed Circulation Facilities for Gateway Senior Housing

1. Parkways

   Parkways are scenic arterials designated to move relatively high traffic volumes at medium speeds. Newport Way NW is specified to provide street improvements including 2 travel lanes at 11 feet each, 2 bicycle lanes at 5 feet each, a center median at 12 feet, and a center turn lane at 12 feet. To keep traffic moving efficiently, longer block lengths are desired and driveways are limited. The Movement Zone (the area between the outer curb edge and the building façade dedicated to pedestrian traffic) includes landscape planters at 6' width, sidewalks at 6' width, and street lighting.

***Newport Way*:**
Newport Way is classified as a Parkway for its entire length, according to Fig. 6A. In comparison, Figure 7B, Significant Community Spaces, show that there is an Existing Shared Use Route on Newport Way, from the western end of Newport Way within City limits to SR 900. The Parkway standards did not account for the incorporation of the existing Shared Use Route.

A. Existing Conditions

The primary vehicular access to the site will be from Newport Way NW which has a single travel and bike lane in each direction (see Figure 2). Newport Way is part of the Mountain-to-Sound Greenway corridor. The Mountains-to-Sound Greenway map shows the regional bike route going along Newport Way NW southerly of I-90 and the City has shown a Shared Use Route along this stretch of roadway to recognize the vision for this regional bike trail. A temporary regional trail pedestrian pathway on the northerly side of Newport Way NW is separated from the vehicular travel lanes by slotted curbs. Raised sidewalks generally do not exist on the northerly side of Newport Way NW and are incomplete on the southerly side. There are currently no landscape strips or street trees on either side of Newport Way NW; therefore, the street does not meet the recently adopted CIDDS Parkway standard.

Fig. 6. Existing conditions along Newport Way with the Gateway Senior site, visible on the right.

B. Required Frontage Improvements for Newport Way

In order to implement the Parkway standards for the Gateway Senior street frontage and accommodate the existing Shared Use Route in the new Parkway design, staff has modified the Parkway standards as it applies to this section of Newport Way, as follows:

Lanes	CIDDS	Modified Standards
Travel Lanes	2 @ 11’ each	2 @ 10’ each
Bicycle Lanes	2 @ 5’ each	2 @ 5’ each
Parking Lanes	none	none
Medians	None	8’ to 10’
Center Turn Lane	10’	12’
Movement Zone		

Planter Type	Planter Strips	Planter Strips
Landscape/Amenity Zone	6’	6’
Walkway Type	5’ sidewalk	10’ Shared Use Route

An Administrative Adjustment of the Parkway Standards for sections of Newport Way west of SR 900 is applied to the frontage improvements for the Gateway Senior Housing project. The AAS is for the reduction of the travel lane from 11 feet to 10 feet. All other variations shown below are required improvements per the Transportation Impact Analysis for the project, and consistent with the reduction of the speed limit on Newport Way to 30 mph.

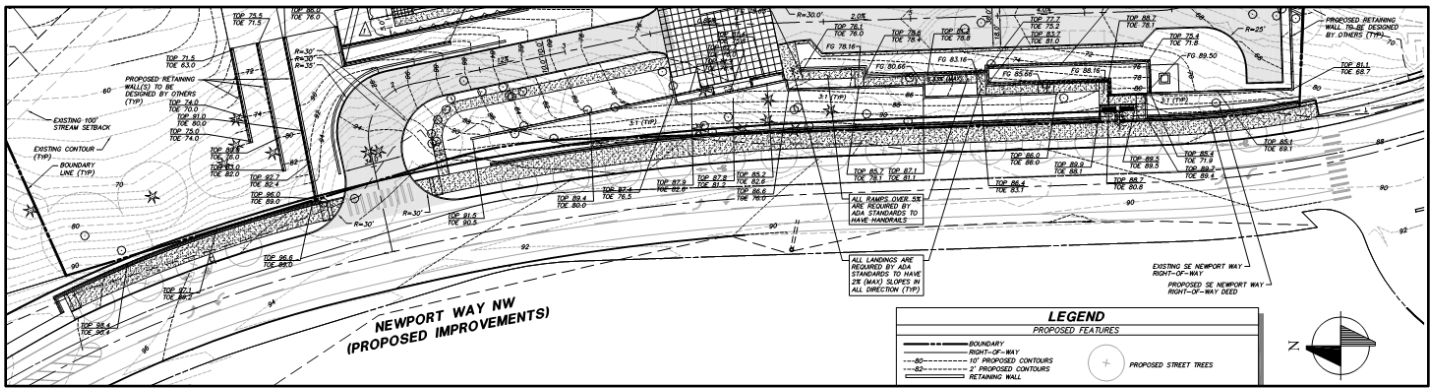


Fig. 7. Newport Way Frontage Improvements showing a 10-foot bike-pedestrian facility and 5-ft. tree planter strip

The Newport Way half-street improvement required for this project includes the multi-use regional trail facility in lieu of the required sidewalk. Transitions to the existing facilities are shown to commence outside the frontage boundaries, according to City requirements.

> [Condition 4] *Existing power lines shall be installed underground, as part of the half street improvements.*
>
> [Condition 5] *With Site Work construction permits, the applicant will be required to provide a center median treated either as a landscape planter or turn lane, where appropriate.*

2. <u>Neighborhood Street</u>

   Neighborhood Streets are intended for low to moderate traffic volume. A neighborhood street with street trees, planter strips and sidewalks is proposed to serve the interior of the property, as prescribed in Fig. 6A. The proposed street design complies with the intent of the CIDDS, and provides the required elements for a Neighborhood Street identified in CIDDS 6.4.E (see sheet A0100), except for the section closest to the Newport Way connection. At this section (north), the eastern sidewalk is not adjacent to the travel lane and is separated by a large landscaped area. However, it is located where pedestrians are best served – close to the entries of the ground floor residential units. The sidewalk, however, does not connect back to the sidewalk on Newport Way (See circle depicting missing sidewalk connection in Fig. 8 below). The Applicant has requested an Adjustment to the Circulation Facilities standard for the Neighborhood Street to adapt the elements of the Neighborhood Street to the site constraints and the user needs.

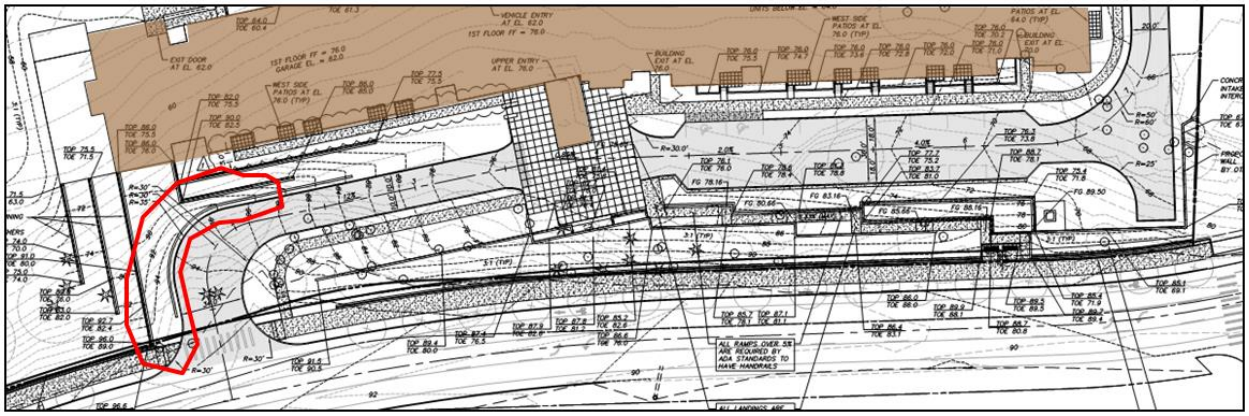


Fig. 8. Missing Sidewalk of Proposed Neighborhood Street

3. Through Block Passage:

The Primary Through Block Passages serve multiple purposes, including providing a circulation facility on which some buildings front if they do not face a street, breaking up the large neighborhood blocks into walkable lengths, providing major pedestrian linkages to the various community spaces on site, and creating additional open spaces between the residential buildings. They are required where block lengths exceed 300 feet and a motorized circulation facility is not required or feasible. They are an integral part of the Green Necklace, helping to ensure easy connection points from one street to another and serving as gathering spaces.

For the Gateway Senior Housing project, two through block passages are required in conjunction with the requirement to break up the length of the block (see Figure 5 and Table 1, *Required Circulation Facilities*) The Through Block Passages consist of the lobby and living area of the building, which connects the plaza at the Newport Way side of the building with the plaza and the community spaces along Schneider Creek; and the walkway/sidewalk at the southern end of the building, that connects from the plaza at the Newport Way side of the building to the Gateway Senior Housing site through the proposed bridge over Schneider Creek. An interpretation of the CIDDS is applied to the passage through the building as follows:

a. This is the main passage and pedestrian corridor from the building entry to the outdoor community spaces along the Schneider Creek buffer area.
b. It is located at the center of the two building wings, with a living room, thus serving a gathering space,
c. The two pedestrian paths with access from Newport Way converges at this passage way, providing the intuitive “midblock connection” through the entire site.
d. It’s accessible to almost everyone who will use the site including residents, employees, and visitors.

An interpretation for compliance with the Secondary Through Block Passage is applied to the sidewalk and pedestrian connection to the bridge over Schneider Creek. According to CIDDS, a Secondary Through Block Passage is a circulation facility primarily for pedestrians and meets multiple goals such as street connectivity, reducing block size and as a gathering space. The Secondary Through Block Passage proposed is designed as a continuation of the sidewalk of the Neighborhood Street, thus, it maintains the 6 foot width of the sidewalk and the Landscape/Amenity Zone varies in width as the route follows the curvature of the driveway on one side and the shape of the building on the other side. This Secondary Through Block Passage meets the intent for a secondary pedestrian connection through the site, and an alternative route to connect to the Gateway Senior Housing through the pedestrian-bike bridge over Schneider Creek (See Fig. ,

Fig. 9. Landscape detail of the Secondary Through Block Passage

4. Shared Use Route:

A Shared Use Route will be integrated into the front street improvements of Newport Way. As shown in Fig. 6 above, there is a 10-foot wide pedestrian/bike path at grade with the roadway and separated by extruded curbs. This will be replaced with the Shared Use Route.

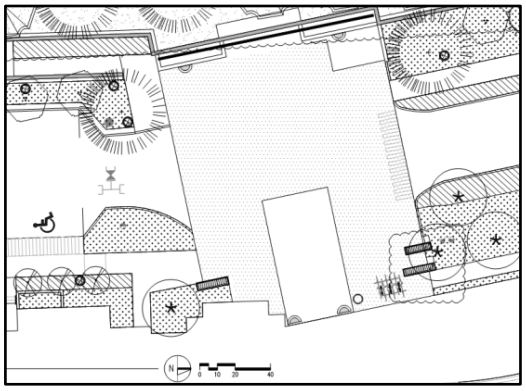
Chapter 12: Circulation Design

The purpose of the Circulation Design Standards is to prioritize non-motorized users and to emphasize the role of Circulation Facilities in achieving the goal of Public Space. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 12 can be found in the Design Checklist.

The proposed Circulation Design for the Gateway Senior Housing project complies with the CIDDS at this phase of review, with conditions. Please refer to the CIDDS checklist for the comprehensive staff analysis. Items that require conditions are discussed below.

General Standards

Visual Cues (Section 12.2.C, related sections, 11.2.H)



The site has a direct and clear circulation route, both for pedestrians and vehicles. The building entries are easily identified by the canopy over the entrance and the special paving of the drive lanes designated as main pedestrian circulation areas. However, pedestrians may be vulnerable to being hit by cars because there are no visual cues where the vehicle lanes are, especially at the plaza at the bottom of the ramped walkway. Cars could also take advantage of this wide space to park there. Visual cues through landscape treatment can delineate where cars are prohibited in the "pedestrian only" parts of the plaza.

Fig. 10. Detail of Entry Plaza and Vehicle Drop-off Zone

> [Condition 6] *Provide additional treatment to the plaza at the bottom of the ramped walkway so cars can easily identify the travel lanes and pedestrians are protected from cars straying into the pedestrian-only zone. This includes changes in materials, paving treatment, bollards, etc. which will be identified during construction permit review.*

Landscape treatment of the walkway to the ground floor units along the northwest façade of the building should be refined to provide visual cues that this sidewalk does not connect to other parts of the site. The sidewalk serving the ground floor units of the north wing of the building terminates on what appears to be a large landscaped area. This area should be designed such that visitors and non-residents know this sidewalk is not a primary connection to other community spaces on site. At the same time, the walkway serving the ground floor units on the northwest side of the building needs to terminate gracefully and not to a blank wall. This area should be well-lit with natural and artificial light, and provided with attractive landscaping that engages the senses, so that it is comfortable, safe and can be easily monitored informally.

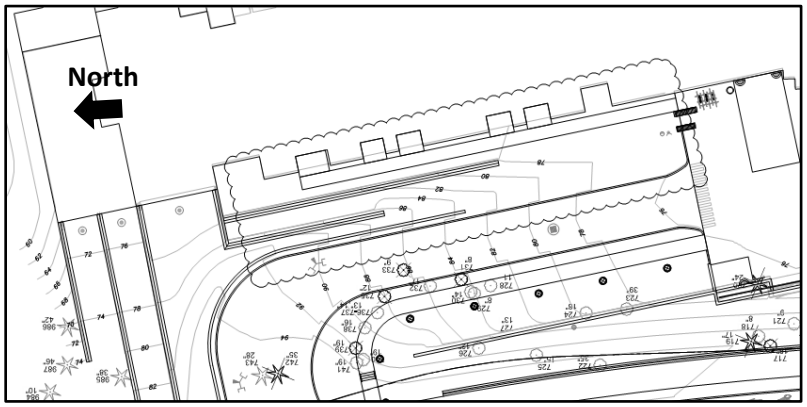
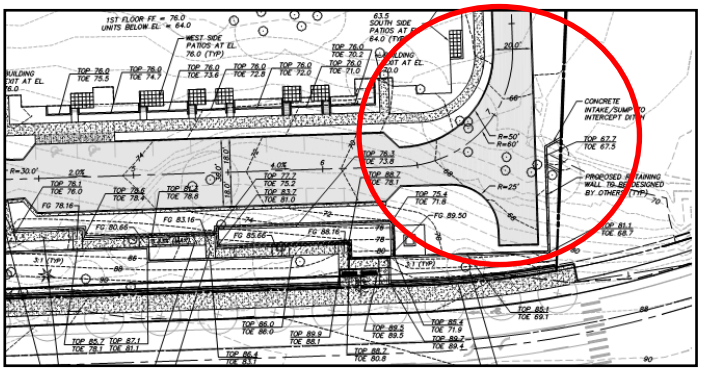


Fig. 11. Detail of Sidewalk at Northwest Façade of Building

[Condition 7] *The pedestrian circulation area serving the ground-floor units of the north wing of the building shall be designed such that visitors and non-residents know the sidewalk is not a primary connection to other community spaces on site. At the same time, this area should be well-lit with natural and artificial light, and provided with attractive landscaping that engages the senses, so that it is comfortable, safe and can be easily monitored informally. The retaining walls shall be softened with landscaping or designed as an art wall.*



Another area where the function of the Circulation Facility is not clear is at the connection of the driveway serving the parking lots to the Neighborhood Street. The driveway is designed as a continuation of the travel lane of the Neighborhood Street, so that the Neighborhood Street appears to continue down to the parking lot. While the landscape treatment from this point changes in character, i.e. no street trees between the sidewalk and the travel lane, the road pavement itself is designed to continue as one facility. Reconfiguring this connection as a "T" and redirecting the Neighborhood Street to continue south to the adjacent property, would be the appropriate treatment for this section (see Fig. 12). This can also reduce the amount of pavement and increase the pervious area (red area in Fig. 12) for a more pleasant pedestrian experience.

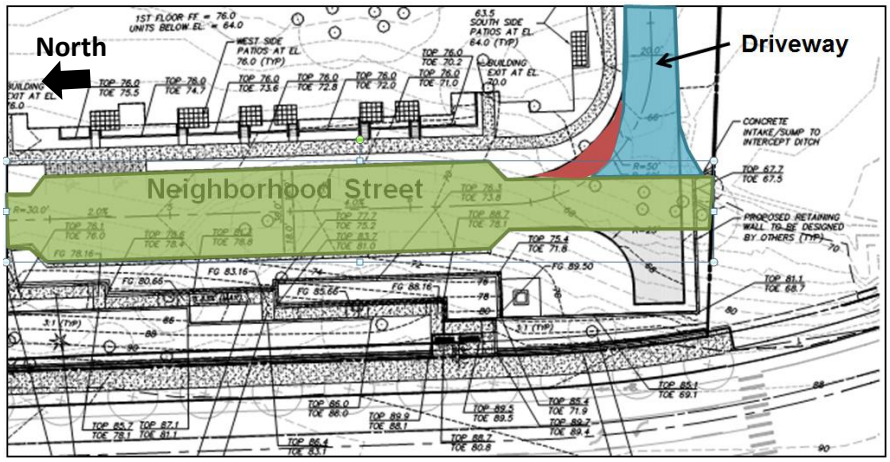
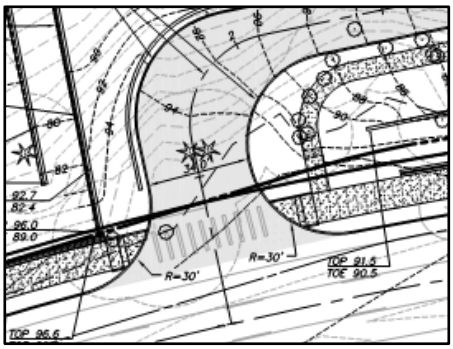


Fig. 12. Diagram showing how the Neighborhood Street (green) should be oriented to the adjacent property and the driveway (teal) should connect as a "T"

[Condition 8] *Reconfigure the driveway connection to the Neighborhood Street, using changes in grade, paving and other visual cues, to signal to pedestrians and motorists that they are entering a driveway and that the Neighborhood Street will connect to the adjacent property.*

Motorized Facilities (Section 12.3)



The Neighborhood Street travel lanes are 10-feet side each way, while the connection to Newport Way has a width of 36 feet. Subsection 12.3.B requires motorized facilities to be designed to the minimum pavement to reduce automobile speed while still being functional. This standard should be combined with 12.3.C, Pedestrian Safety Measures, when determining the design of the connection between the Neighborhood Street to Newport Way, and the connection of the driveway to the parking lot from the Neighborhood Street. As proposed, the connection of the Neighborhood Street from Newport Way is shown at 34 feet, which is the maximum allowed in the City's Street Standards. The Applicant proposed the 34 feet width opening accounts for the steep grade and turning movement of fire trucks. To comply with the standard, the width of the Neighborhood Street intersection at Newport will be reduced for everyday use by private vehicles, while maintaining functionality for trucks including fire, garbage, delivery, and moving.

[Condition 9] *Reduce the width of the Neighborhood Street driveway at Newport Way to the minimum required for private vehicles while using techniques that maintain functionality for the various larger vehicles accessing the site.*

Non-motorized Facilities (Section 12.4)

The walkways serving the outdoor gathering spaces, including the pedestrian circulation areas of the vehicular drive lanes, are wide, to prioritize pedestrians. Sidewalks that directly serve a building entry are also wider than 6 feet. The proposed special paving of the area in front of the building entry is a positive design treatment. This signals to drivers that this area is the main pedestrian path from the sidewalk at Newport Way to the building entry.

Pedestrian crossings are wide and provided with special texture when they are in vehicular areas. Pedestrian crossings for the gravel-paved pedestrian-only circulation facility adjacent to the Schneider Creek open space is provided with the standard reflective paint striping. 12.4.E.2 requires change in material or pedestrian tables.

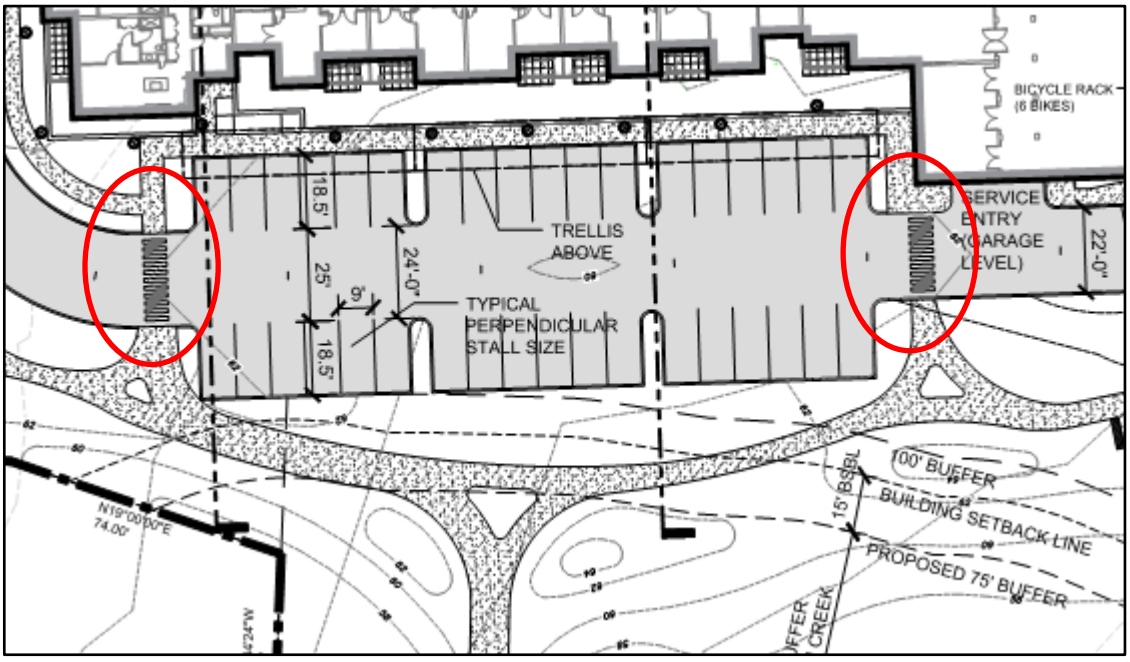


Fig. 13. Crosswalk paving in the parking lot

[Condition 10] *Consider using City Street Standard T-37, Crosswalk Stripe for Decorative Pavement, at pedestrian crossings in the interior of the lot.*

Connectivity and Block Structure (Section 12.5)

Pedestrian Connections (Subsection 12.5.A)

CIDDS 12.5.A specifically requires that the distance between two pedestrian circulation facilities to be at a minimum of 250 feet. The intent is to ensure that pedestrians will not have to traverse excessively long blocks; thus the word "minimum" means maximum distance between two pedestrian facilities.

At the Neighborhood Street, the distance between pedestrian facility C and D is approximately 220 feet. At the Newport Way frontage, this standard is interpreted to meet the intent although the distance between the two pedestrian facilities exceeds the required 250 feet maximum.

Two pedestrian entry points from Newport Way are proposed, labeled "A" and "B" in Figure 11 below. The main users of the pedestrian facilities are the residents, employees and visitors of the residents. The most likely pedestrian path is from "A" to "C" or from "B" to "C". Both paths from "A" and "B" converges to the main entry into the building, at "C". From "C", the pedestrian can walk through the building lobby and communal living room to the outdoor plaza at the east side of the building, and to the outdoor gathering spaces. A pedestrian can also walk from C to the south end at D, and take the trail to the Gateway Senior Housing, through the bridge over Schneider Creek.

The pedestrian access points "A" and "B" from Newport Way are located in response to existing topography and pedestrian facilities on Newport Way, as well as opportunities for pedestrian and bike access to the site. Access "A" is approx. 80 feet from the existing crosswalks on Pine Cone Drive and Newport Way. It is also the spot along

the property's frontage where the slope to the interior of the lot is gentle. This makes path "A" to "C" the safest and most comfortable route for pedestrians to get to the building from other points along Newport Way. The gentle slope allows for an ADA ramp to be provided here, which can accommodate bicyclists.

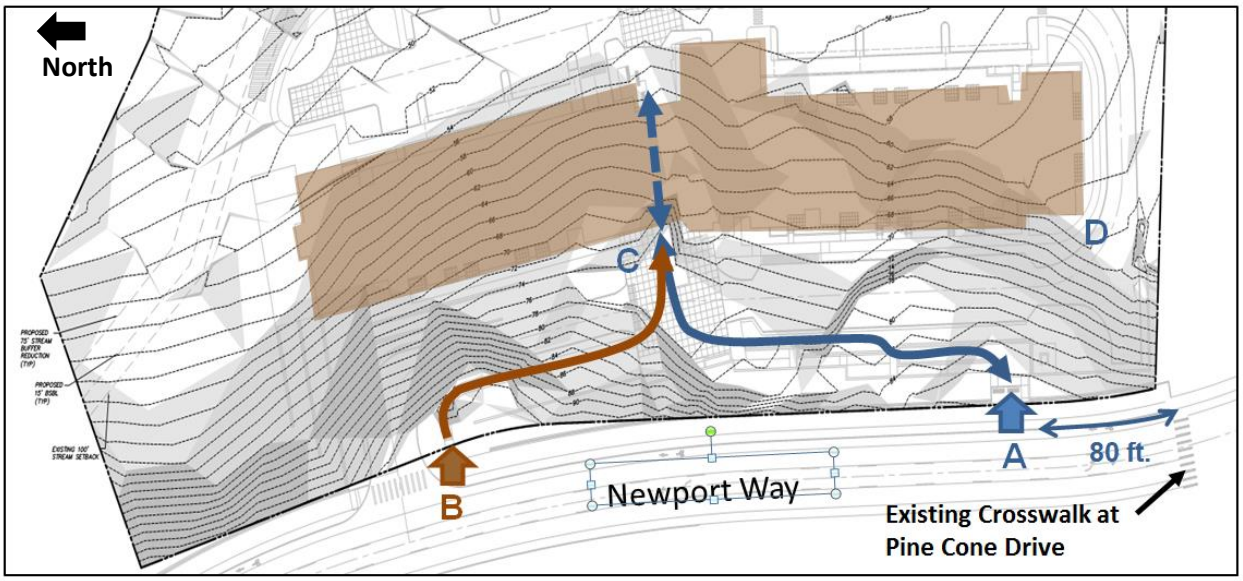


Fig. 14. Existing Slope Analysis with location of pedestrian entry points along Newport Way (Darker tones represent steeper slopes)

The other spot along Newport Way that has gentle slopes is approximately 400 feet away from A. Thus, this is where access "B" is proposed. It is also where the proposed Neighborhood Street connects to Newport Way. This allows for the sidewalk associated with the Neighborhood Street to be the secondary pedestrian connection through the site.

Connections to Surrounding Facilities (Subsection 12.5.B)

This section requires motorized and non-motorized connections to adjacent streets and properties. The proposed pedestrian and bicycle connections from existing streets at the Gateway Senior Housing and from Newport Way are adequate. The proposed vehicular connection, the Neighborhood Street, does not clearly show how motorized connection is provided from the Gateway Senior Housing to the Gateway Senior Housing and to the existing veterinary clinic property. CIDDS 6.2.E provides authority to the Director to require additional Circulation facilities to meet "the desired character, type and scale of adjacent uses, context in which the facility will be located…and the need for vehicular access, if any". It shows a stub for a future connection to the veterinary clinic (Fig. 12 below); however, utilities and retaining walls proposed at this location (see Fig. 13. Detail of Sheet C5 of 7) may prevent the construction of a future road connection to the veterinary clinic site. See condition 3 above.

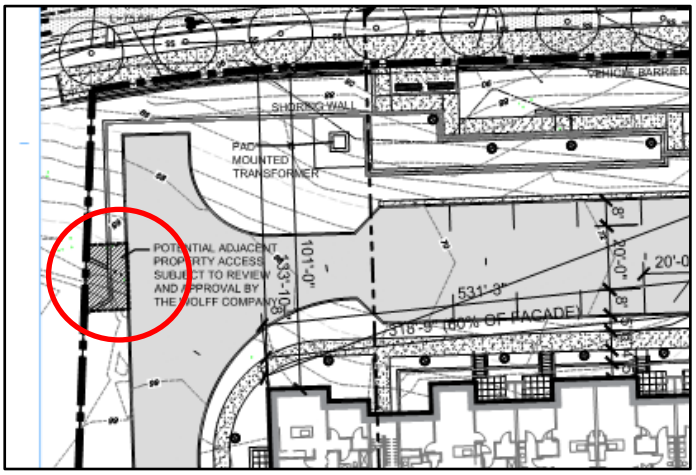


Fig. 15. Neighborhood Street connection to Vet Property as shown on Sheet A0100, Architectural Site Plan

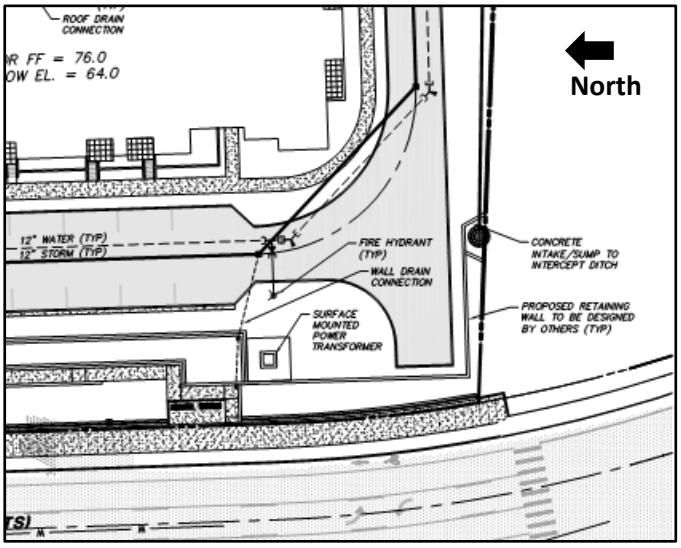


Fig. 16. Detail of Sheet C5 of 7

Vehicular Connection to the Gateway Senior Housing

The Applicant is not proposing a motorized connection to the Gateway Senior Housing. The proposed bridge over Schneider Creek is shown as a pedestrian and bike-only connection. It will be a 10-foot wide bridge connecting to the gravel paved walkway at the Gateway Senior Housing (see Sheet C4 of 7 and L1.05, Overall Landscape Plan). While a secondary vehicular connection is not required based on the traffic analysis, there are multiple CIDDS standards that require vehicular connections between adjacent properties:

11.3.B Connection to surrounding Circulation Facilities and Properties

12.2.A Multiple Routes

12.5.B Connection to surrounding Circulation Facilities and Properties

To balance the sensitivity of the critical areas and the necessity for multiple vehicular access and connectivity for the site, a bridge such as shown in Fig. 14 below would be adequate. This is a photo of a bridge in another project in Issaquah, demonstrating that it is possible to construct a small scale vehicular bridge with a light touch to the environment.

Fig. 17. Example of a Queuing Bridge

> [Condition 11] *Design the 10-foot wide ped-bike connection over Schneider Creek to accommodate a queuing bridge (similar to the photos). The bridge shall be kept at the same width, connecting the Gateway Senior Housing site to the Gateway Senior Housing, immediately west of the project.*

COMMUNITY SPACE Development and Design Standards (Chap. 7 and 13)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

Chapters 7: Community Space Development Standards

Chapter 7 provides the standards to show how building design and Community Space are connected and related, that the site makes a positive contribution to the Public Realm, and that significant Community Space is located within or adjacent to the District. The proposed Circulation Design for the Gateway Senior Housing project complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 7 can be found in the Design Checklist.

General Description of Proposal:

No new Significant Community Spaces are required per Figure 7A and 7B. However, the existing Shared Use Route along Newport Way (Mountain to Sounds Greenway) is required to be incorporated into the Newport Way frontage improvements. The most distinctive natural feature of the site is Schneider Creek. Outdoor community spaces are oriented along the Creek's buffer, including a soft surface trail with viewing areas, a pea patch and a dog run (Fig. 18. *Community Spaces and Connections*). The spaces are connected by the Circulation Facilities, including bike and pedestrian connections (dashed lines).

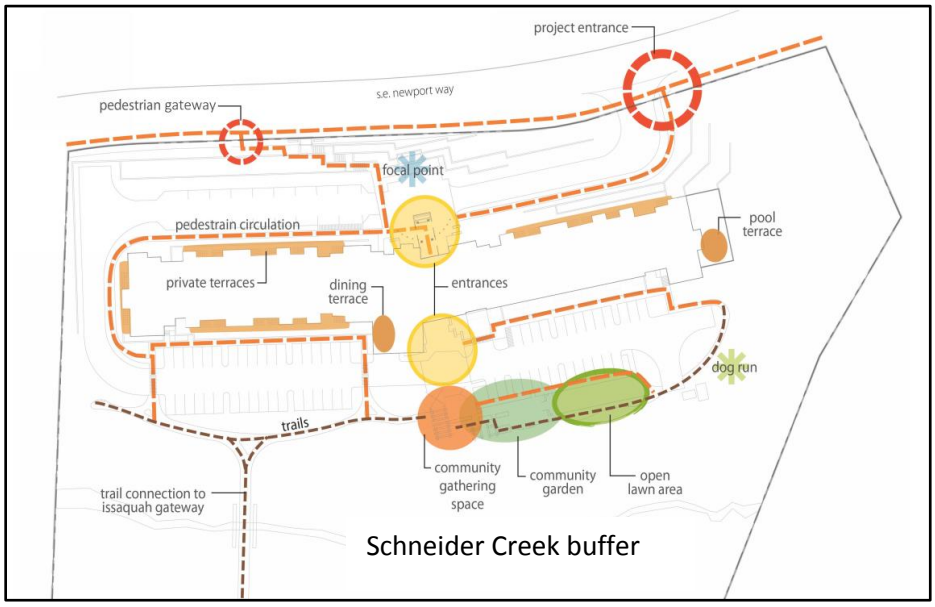


Fig. 18. Community Spaces and Connections

The intent of the "Green Necklace" is to provide an array of green elements including parks, riparian corridors, tree-lined streets, active and passive places connected by the Shared Use Route. The proposed enhancement of the Schneider Creek buffer, the outdoor community spaces and Shared Use Route along Newport Way, and the Neighborhood Street with street trees, all contribute to implementing the Green Necklace. The community spaces provide active and passive recreational opportunity for the apartment residents and the neighborhood, and orient to the creek (see sheet L1.12 and Fig. 19 below).

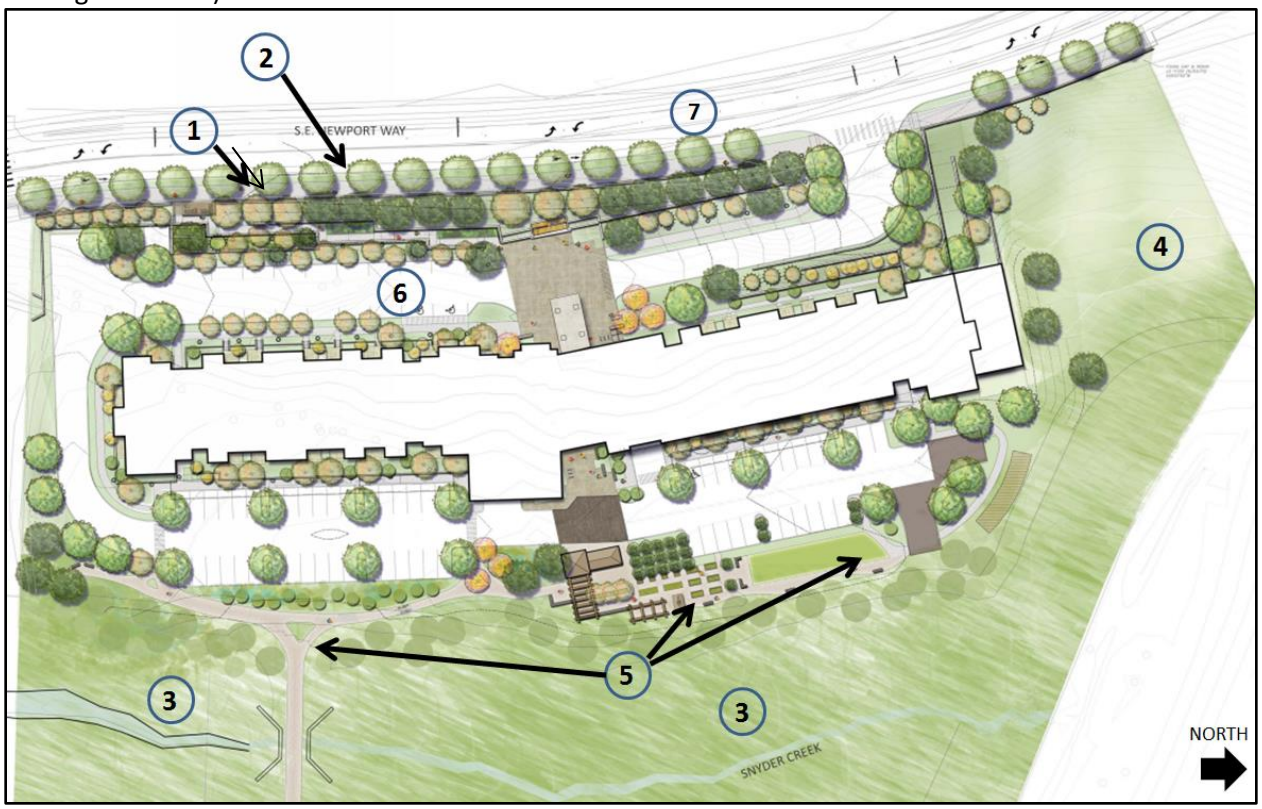


Fig. 19. Site Plan with Green Necklace Elements

This project contributes to the implementation of the Green Necklace by providing:

1. Shared Use Route along Newport Way (in lieu of sidewalks at east half of Newport Way)
2. Mountains-to-Sound Greenway bike lane along Newport Way
3. Buffer enhancements to Schneider Creek
4. I-90 Green Edge
5. Outdoor community spaces: community garden, arbor, lawn, dog run
6. Neighborhood Street with street trees
7. Newport Way landscape

Section 7.3.A Community Space, Residential
The Gateway Senior Housing is provided with a combination of individual balconies in residential units and community spaces to meet its required community space min. of 48 square feet/unit (see sheet A0101, Community Space Diagram, for calculations). The community spaces provided include both programmed spaces, such as the orchard, community garden, swimming pool and dog run, and flexible interior spaces such as the living room, exercise/yoga room, a lawn and the outdoor plazas with seating. The community spaces are integrated into the more functional elements of the site such as circulation, critical area buffer and noise mitigation and buffer from the traffic on I-90 and Newport Way. A detailed staff analysis on how this project complies with the Community Space Standards is in the CIDDS checklist Chapter 7 and 13).

Parks and Recreation Mitigation and Credits (Section 7.5)
The City has agreed to grant park impact fee credits in connection to the Neighborhood Park and Shared Use Route provided at the Gateway Senior Housing, since these two properties are under the same ownership and are being developed as a phased project. This was further discussed with the SDP review of Gateway Senior Housing, SDP15-00005. An Administrative Adjustment of Standards has been granted for the Gateway Senior Housing that accounts for this shared application of mitigation and credits for the two projects.

Chapter 13: Community Space Design Standards

The purpose of the Community Space Design Standards is to interrelate buildings and community spaces, have the site positively contribute to the Public Realm, and provide recreational variety. The site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 13 can be found in the Design Checklist, Attachment 2.

Generally the outdoor Community Spaces are oriented to the natural areas of Schneider Creek and have been located away from parking lots or provided with landscape buffer. The stormwater detention vault serves double-duty as additional community spaces, see Fig. 20 below. The double dash lined rectangle overlaid on the parking and the community spaces is the footprint of the underground stormwater

detention vault.

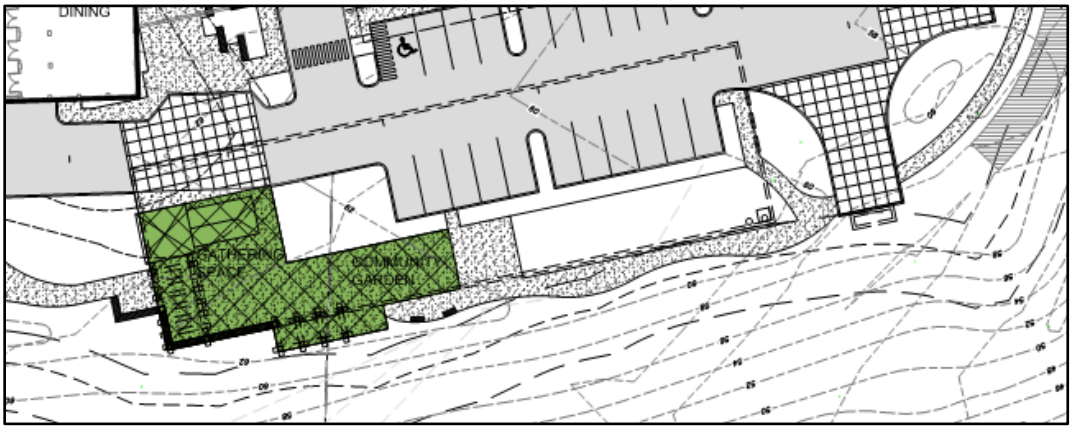


Fig. 20. Underground stormwater detention vault is designed for community open space and parking (shown as rectangle dash line)

The Community Spaces also have various orientations, providing multiple opportunities for sun and shade. The Community Spaces have been appropriately scaled for the project. Through the design of the various types of Community Spaces, there will be a variety of landscape treatments and planting materials that will appeal to the senses. Furniture, pedestrian-scale lighting and ornamental fences will help define the functions and character of each type of community space. The selection of site furniture and design of fences will be finalized during permit development.

lntegration (CIDDS 13.2.B)
The community spaces are integrated into the more functional elements of the site such as circulation, critical area buffer and noise mitigation and buffer from the traffic on I-90 and Newport Way. The walkway to the garage man door is shown next to the driveway and separated from the planter area with low seat walls of the plaza (See Fig. 21 below). This walkway could be re-oriented to turn right from the man door and connect to the plaza, so that the pedestrian is directed to the plaza, and not to the driveway. This better integrates the pedestrian circulation facility with the outdoor plaza and also enhances pedestrian safety by providing a greater separation between the walkway and the garage driveway (see related standards in CIDDS15.3.E and 12.5.E)

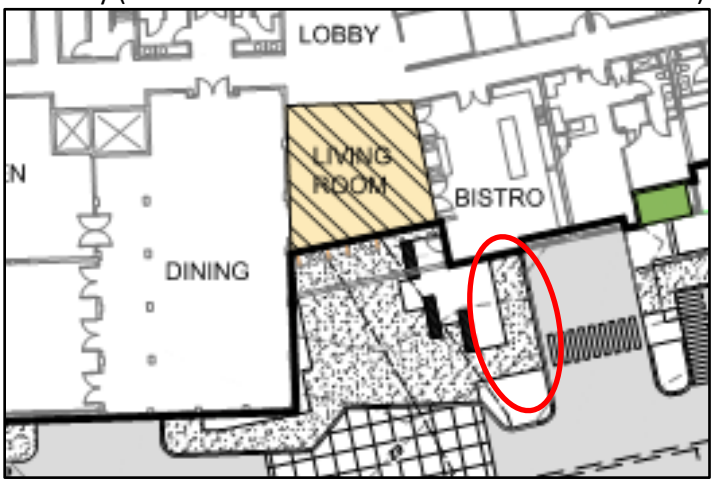


Fig. 21. Garage man door and walkway

[Condition 12] *Re-orient the walkway to the garage man door to integrate with the plaza and to separate pedestrians from the driveway to the garage. Move landscape adjacent to the garage driveway.*

The Applicant should be commended for providing significantly more community spaces than required, including a dog run and a community garden for the residents. The CIDDS provide design standards for both and detail review of the community spaces will occur with the construction permit.

[Conditions 13, 14]

13 *The community garden shall provide:*
   a) a convenient location for storage of tools, and gardening supplies within easy access of the garden plots.
   b) water and power connections

14 *Pet waste stations should be distributed throughout the site, where pets are likely to be allowed, especially in the community spaces for recreational use.*

PARKING Development and Design Standards (Chap. 8 and 15)

The intent of the parking chapter is to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. The proposed Circulation Design for the Gateway Senior Housing project complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 8 can be found in the Design Checklist.

General Description of Proposal:

Parking for the Gateway Senior Housing project consists of both surface lots and garage parking. Additonal visitor parking, above what is embedded in the standards, is not required by the CIDDS but the parallel spaces provided near the building entry are available for visitors. Surface and structured parking is accessed from the Neighborhood Street and located at the eastern side of the building. The garage is entirely enclosed under the building and provided with mechanical ventilation to meet building code.

The proposed parking complies with Chapter 8 and Chapter 15 of the CIDDS at this phase of review. Three ADA parking spaces are provided per code. Bike parking for visitors and temporary use are provided at the building entrance and at the plaza outside of the communal dining and living room. Bike and motorcycle parking for residents are provided in the garage. A detailed analysis of parking standards can be found in the CIDDS checklist (See Attachment 2)

Chapter 8: Parking Development Standards

The intent of the parking chapter is to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. The proposed vehicular, bike and motorcycle parking spaces comply with the CIDDS standards. Detailed analysis of project compliance to Chapter 8 can be found in the Design Checklist.

Required parking for senior housing, multifamily, as prescribed in Table 8.10-1. Table of Vehicular Parking Spaces is 0.5 for each unit plus the number of employee parking at peak times. The maximum parking allowed is 2 spaces per dwelling unit.

The project proposes a total of 110 standard sized parking stalls within the garage (32 spaces; 1 ADA included) and as surface spaces (78 spaces; 2 ADA included). The proposed number of parking meets the minimum required and does not exceed the maximum. The calculation for required parking is as follows:

146 units X 0.5 = 73 spaces
Employee parking at peak time: 32
ADA parking: 3 spaces (2 regular, 1 van)

Total Required Parking: 105 spaces plus 3 ADA spaces
Total Provided: 110 spaces

Employee parking was provided for peak times but the Applicant informed City Staff that this it is unlikely that all 32 spaces will be occupied at one time. Bike parking is required and will serve both residents, visitors, and employees. For example, some employees may opt to ride their bike to work, since bike facilities will be provided along Newport Way, and the site is provided with bike connections and parking. The CIDDS does not have visitor parking requirements but employee parking that are not used can serve as visitor parking.

Chapter 15: Parking Design Standards

The purpose of the Parking Design Standards is to use a more urban approach to parking to support a pedestrian friendly, small scale, mixed use environment and contribute to the Public Realm. The site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 15 can be found in the Design Checklist.

The garage entrance is at the minimum width and only one exterior wall is exposed. The garage wall will be provided with inoperable glass “windows” to mitigate the blank walls (see East Elevation – North Wing on sheet A0300). Landscaping will be provided to further improve the pedestrian experience along the garage.

The parking lots are screened from the outdoor community spaces by landscaped areas, including an arbor. The surface parking lot is softened with the required 10% landscaping and provision of 1 tree for every 6 parking spaces (see sheet L1.05) The surface parking lots are designed to minimize the amount of the impervious area by reducing the parking stall length with a 2-foot overhang on the sidewalk or landscape area. The Applicant is strongly encouraged to incorporate sustainable site design strategies such as: 1) use of LED light fixtures for parking lot lighting 2) installation of electric car charging stations 3) use of pervious pavers.

LANDSCAPE Development and Design Standards (Chap. 10 and 16)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

Chapter 10: Landscape Development Standards

Intent: Chapter 10 provides landscaping standards with the intent to draw nature into the developing urban community, adding green elements to soften the urban form, and create a livable, verdant, attractive Public Realm that restores nature and human activity and contributes to the success and establishment of the Green Necklace.

The proposed Gateway Senior Housing project complies with the Landscape Development Standards at this phase of review. Detailed analysis of project compliance to Chapter 10 can be found in the Design Checklist.

Minimum Tree Density/Tree Removal/Tree Retention (Sec 10.10)

This section requires a minimum tree density retained and replanted in the Developable Site Area at a ratio of 4 significant trees, or their equivalent per code, per 5,000 square feet. At least 375 trees, at 2-inch caliper, are required as mitigation. Street trees planted on Newport Way do not count towards the site's required mitigation. Trees proposed on site will be used for mitigation.

TREE DENSITY	
Total number of onsite significant trees and landmark trees	90
Total number of significant and landmark trees proposed for removal	69
Developable Site Area	182,512 s.f.
CIDDS 10.10 Min density 4 significant trees/5000 sq. ft.	146
Mitigation (146-21=125 significant trees or its equivalent is required to be planted) At 6 in., a total of 750 inches of new trees is required. This equates to 375 new trees, 2 in. dbh at planting.	375 new trees

Tree Retention Requirements (10.13)

Tree retention requires that 25% of the tree caliper be retained. The plan meets the required tree caliper retention (see sheets L1.01 to L1.04) The majority of trees to be retained are located in the critical areas and the perimeter of the site. The significant trees proposed for retention is included in the Tree Density calculation.

> [Condition 15] *A total of 375 replacement trees, with a min. size of 2 inches caliper, shall be provided*.

Chapter 16: Landscape: General standards and Guidelines

The purpose of the Landscape Design Standards is to provide a variety of green elements to implement the Green Necklace, soften the built environment with landscape, integrate development with the natural environment, and use landscape as screening where necessary. Detailed analysis of project compliance to Chapter 16 can be found in the Design Checklist. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.

General Description of Proposal: The proposed landscape integrates with the surrounding context including the creeks, trees, and urban surroundings. Trees and landscape treatment along Newport Way provides a transition to a more urban approach. Instead of continuing the existing character of vegetation, plantings along Newport Way is intended to provide visual access to the building and the pedestrian amenities. Flowering trees, along with special paving, are used to accentuate pedestrian

entries and gathering spaces. The landscape also softens the buildings and hardscape. Landscape has been strategically located to establish a lush verdant landscape. Near the creek enhancement plantings have been planned to protect critical areas and improve wildlife habitat. The landscape design is unified and yet varied to help with orientation. Selected trees will moderate building mass and provide strategic areas of shade. The landscape design balances the need for framing public space with buildings with creating private spaces for residents. The site is well furnished with benches, lighting, bike racks, trash cans, etc. Landscape placement and design, in conjunction with additional items identified under Chapter 15 Parking, provides sufficient screening of surface parking.

Chapter 11: Site Design

Chapter 11 establishes site design standards that orient development so that it defines the Public Realm and improves the pedestrian experience. Pedestrian and bicycle circulation needs are raised to a priority with motorized circulation priorities while ensuring that the design does function for motorized transportation. Detailed analysis of project compliance to Chapter 11 can be found in the Design Checklist.

11.2 General

Projects are required to create a strong identity for itself and the Western Gateway district of Central Issaquah. This project meets the general standards, as discussed in the CIDDS checklist staff analysis. Site design features, which are listed below, are discussed in greater detail throughout the staff report. The discussion below is meant to emphasize the most important elements of the Site Design. Standards not included here are discussed more fully in the CIDDS checklist.

A. Integrating the development into the Green Necklace through the enhancement of the Schneider Creek buffer, the addition of useable outdoor community spaces, and multi-use trails linked to the regional Mountains-to-Sound Greenway;

B. Circulation Priorities: Supports pedestrian and bicycle use by providing attractive pedestrian and bike facilities, bike storage in every building, and multiple pedestrian routes to the Community Spaces.

C. Sense of Place:

The architecture of the buildings and trees are primary elements used to define the public realm; the I-90 edge of the property is designed to have lush landscaping consistent with the Western Gateway vision and the Mountains-to-Sound Greenway. The Newport Way landscaping provides a pedestrian entry, with seating and flowering trees, and vegetation along the whole frontage that allows the building to be seen from the street (see Figure 22 below). However, the landscaping includes evergreen trees that block the view of the building and does not evoke a "Gateway-to-Issaquah" character. The orchard and community garden adds a horticultural theme to the project, while the concentration of community spaces along the Schneider Creek buffer signals that this senior housing celebrates nature and its residents are encouraged to connect to nature.

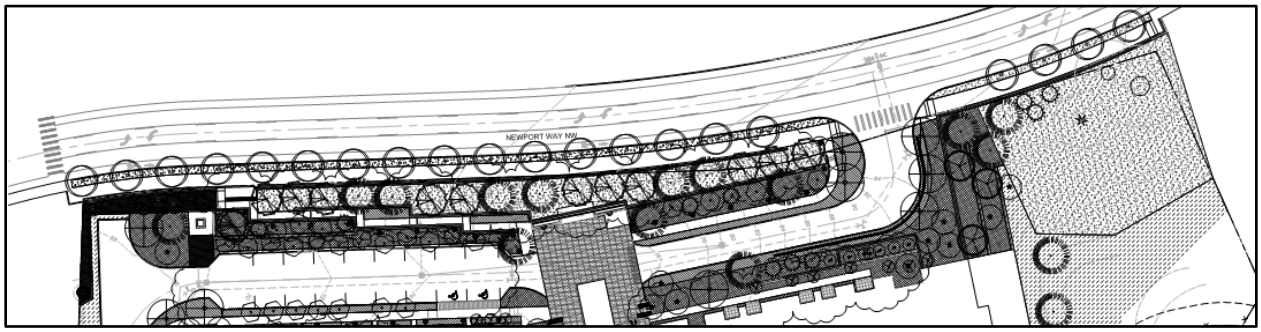


Fig. 22. Site concept detail for the area of the site visible from Newport Way (from sheet L1.05)

[Condition 16] *The landscape treatment along Newport Way shall emphasize the gateway-to-Issaquah function of this property. Plant trees along the eastern edge of Newport Way that reinforces the character of the site. That is, use a more natural palette and placement north of the entry road and south of the ramp entry, and provide in the central area between the vehicular and ramp entries a more urban, regular, and primarily deciduous palette with evergreens selected to fit in the space available. The trees and understory vegetation for the length of Newport Way coinciding with the length of the building shall be designed as a "foreground" to the building, with the trees paired or staggered from the street trees and accommodate good sightlines into the site and building.*

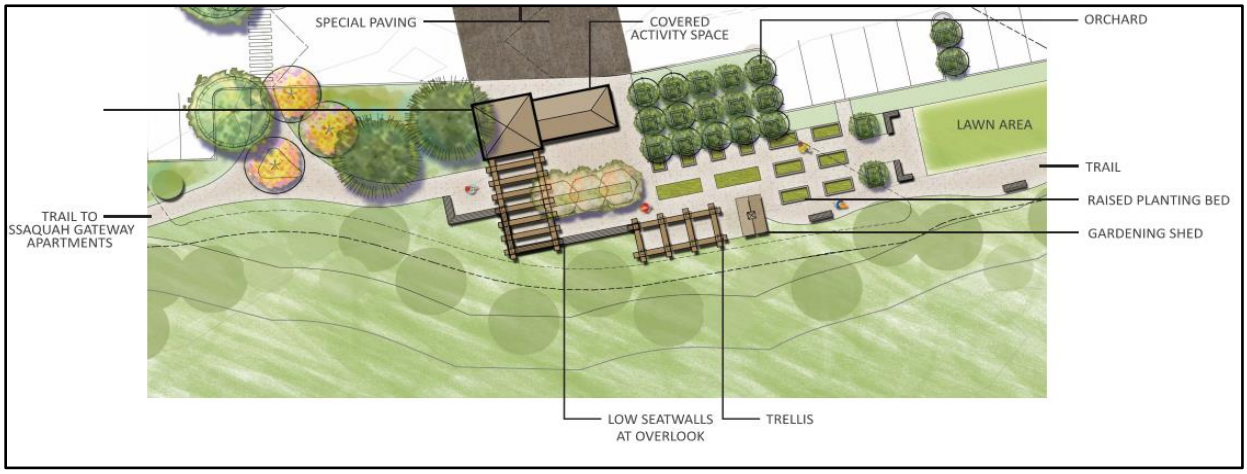


Fig. 23 Horticultural Theme of Community Spaces

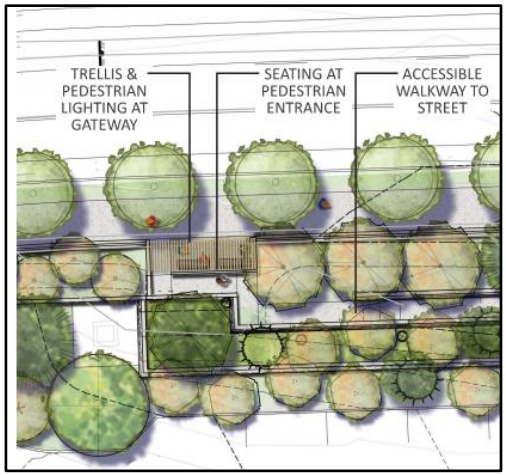
Timber trusses and stone base is incorporated into the architecture, consistent with the vision for the Western Gateway. However, the stone and timber trusses are applied to the bottom floor of the building, which is not readily visible from Newport Way. The building's top 2 floors are the most visible floor from Newport Way. Fig. 24 below shows the façade visible from Newport Way. The modulated roof, employing a series of dormers, shed and gables, and the windows at the center bay, hint at a "Northwest" character that was also featured in the Gateway Apartments. Fig. 25 shows an example of treatment of the top floor to a building that was referenced in the Gateway Apartments SDP review as achieving the intent of a "Northwest" architecture appropriate in the Western Gateway District of Central Issaquah.

Fig. 24. Architecture Character of Newport Way Facade

Fig. 25. "Northwest" Architecture Character (Kelkari Condominiums in Issaquah)

[Condition 17] *The top floor of the building, which is the part most visible from Newport Way, should be further refined to create a strong architectural statement befitting the Western Gateway. Consider adding timber truss elements to the middle gable roof, or acceptable alternative reflective of the "Northwest" architecture example in Fig. 25 of the SDP staff report.*

D. Sense of arrival:
Vegetation along Newport Way affords internal views of the site, allowing this project to contribute in defining the character of the Newport Way gateway. Sense of arrival from Newport Way is provided by the design of the entry of the walkway ramp with flowering plants and designing the bottom landing as a plaza area



with an artwall. This space is meant to be visible when standing at the sidewalk on Newport Way and treated visually as an inviting space. It has elements suitable for pedestrians; however, additional landscape details is needed to understand how this entry will provide pedestrians along Newport Way with a clear sense that this is the main pedestrian entrance to the site. Sense of arrival to the building main entry is adequate with the canopy and special paving at the porte cochere, the entry doors to the lobby and the site furnishings.

[Condition 18] *The pedestrian entry on Newport Way shall be emphasized with a combination of street furnishings, accent landscaping and accent lighting, so that it provides a clear sense of arrival for pedestrians.*

E. Existing Features and Context:

The 5-story building is located at the center of the property to meet the required building setback line from critical area buffers, the steep slopes along Newport Way, and the required Neighborhood Street. Locating the building at the lower point of the site also reduces the visual impact of the building from neighboring properties across Newport Way. The view of Lake Sammamish is maintained from Pine Cone Drive (see Fig. 27) and the view of the distant Cascade Mountains is enhanced by the removal of the existing evergreen trees (see Fig. 28). Eventually, the canopy of new street trees will replace the view of the existing evergreen trees along Newport Way.

Fig. 26. Cross-section showing how building adapted to the natural grade

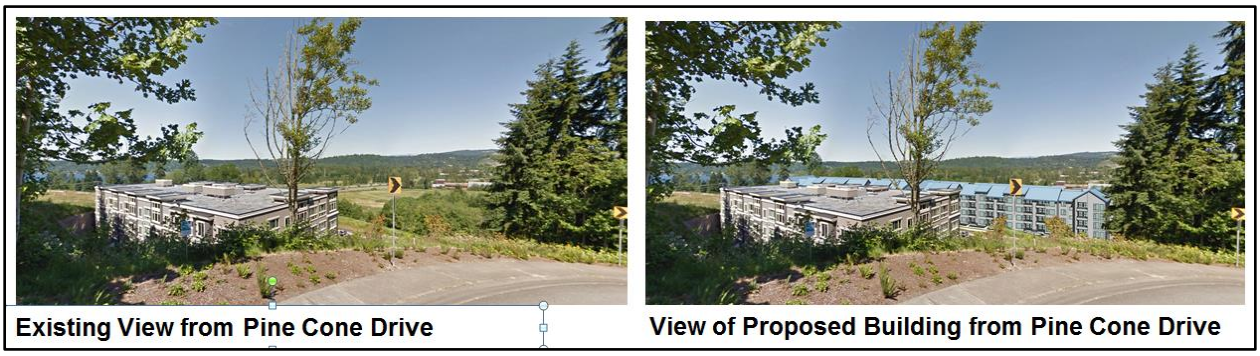


Fig. 27. "Before" and "After" views from Pine Cone Drive

Existing View from Pine Cone Place

View of Proposed Building from Pine Cone Place

Fig. 28. "Before" and "After" views from Pine Cone Place

F. Views and Vistas

External views of Lake Sammamish and the Issaquah Alps from various locations on site have been taken into consideration in the orientation of buildings (see sheet A0002). Pedestrian experience is enhanced by greeneries, including trees throughout the site. The balconies in residential units provide views of the distant mountains and the community spaces adjacent to the Schneider Creek buffer allows more close-up views of nature.

11.3 Standards for all Uses

Pedestrian connections to surrounding circulation facilities, new community spaces and adjacent properties are being provided with the Shared Use Route on Newport Way, continuous sidewalks around the building, walkways following "desire lines", a gravel trail through the natural spaces and sidewalks serving the surface parking areas. The building lobby is also designed to provide internal pedestrian connection from the Newport Way sidewalks to the community spaces along Schneider Creek and further on, to the Gateway Senior Housing, through a future bridge over Schneider Creek.

Lush green landscaping is emphasized and used to define pedestrian entries and community gathering spaces. Community Spaces, both public and private, are distributed throughout the site so residents can access them from various parts of the development (See SDP 01 and SDP 04). A variety of common private outdoor space is proposed, including an orchard and community garden, an outdoor seating/gathering space, soft surface trail, a dog run, a lawn for more active activities and an outdoor plaza outside the dining area and communal living room. The proposed project will provide generous amounts of pervious areas (almost 58%), including canopies of trees along pedestrian paths and community spaces, as well as shrubs and perennials along the façade of building, within surface parking areas, and within the enhanced buffer of the wetlands and Schneider Creek. The perimeter of the site will also be defined by more natural green areas. The existing wetland and stream buffers will be enhanced (see sheets W1.0 to W3.0).

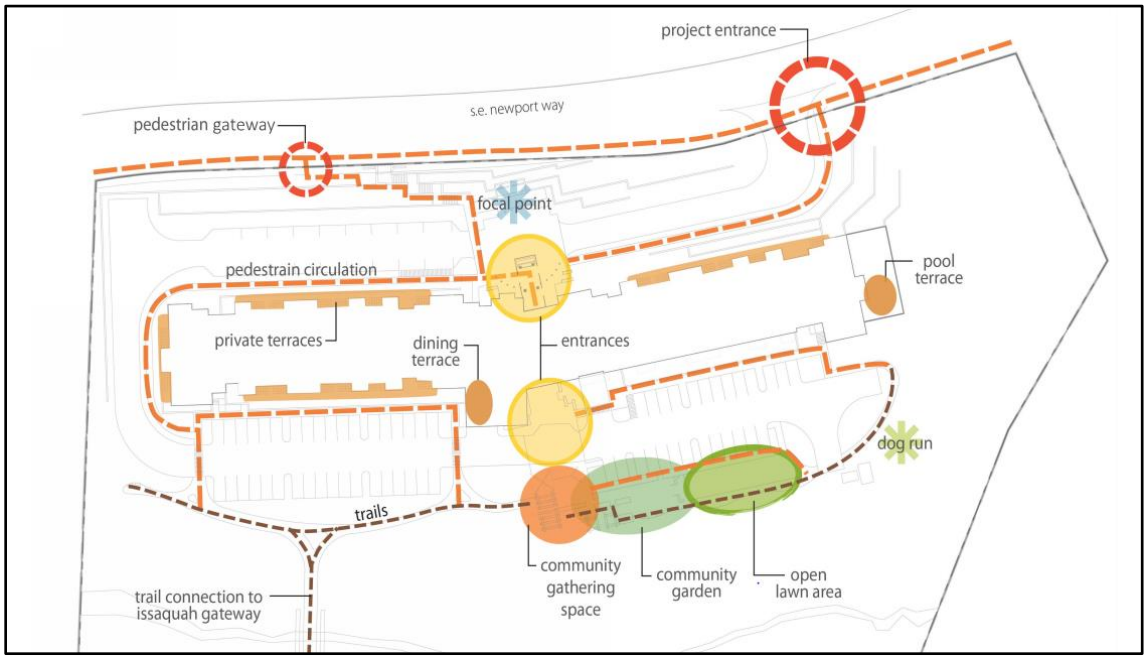


Fig. 29. This diagram shows how all the main entries of the residential buildings are provided pedestrian linkages to the community spaces.

Building Frontage and Streetwall/Build-to-Line (11.3.F to 11.3.J)

A distinguishing feature that differentiates urban from suburban development is the use of buildings to define the street edge, or streetwall. The requirements for building frontage in sections 11.3.F to 11.3.J help create this urban street edge. The Build-to-Line requirements necessitate buildings to be located towards the Circulation Facilities and Community Spaces. The residential building is oriented so that the main entrances of the individual ground-floor units, as well as the main entry at the porte cochere, are all facing a Circulation Facility, be it the Neighborhood Street or the sidewalks adjacent to the parking lot at the east side of the building. The landscape treatment along the base of the building further define the streetwall with a double –tiered layer of vegetation consisting of an evergreen hedge closer to the sidewalk and ornamental plants closer to the ground-floor residential windows. The hedge provides a softer but still effective line to delineate the public spaces (sidewalks) from the private spaces (front porches and entries to individual units). Street trees, also used to scale the buildings and frame the streets, will have full, dense canopies in a variety of colors (see Sheet L1.08).

In the VR, Village Residential Zone, the required minimum length of the building that should sit on the Build-to-Line is 60%. The residential building meets the minimum requirement at the "Build-to-Line" zone, within the allowed 0 to 15 feet, measured from the back of the sidewalk (see sheet SDP 02 for dimensions). Corner treatment of the building is not required because adjacent to the building, the new Neighborhood Street does not intersect with any other Circulation Facility.

All loading and trash collection will be stored inside the building. All mechanical equipment for the building is located on the roof and will be screened from view with the gables. A transformer is proposed at the southwest corner of the property, to be screened by landscaping (shown as a square on the L sheets, next to the Newport Way pedestrian entrance). This transformer will be at the lower grade from the walkway ramp, so it will not be visible from Newport Way.

Chapter 14: Buildings

Chapter 14 establishes building design standards that create a vibrant, Pedestrian Friendly, built environment through buildings designed to frame and engage the Public Realm. The proposed Gateway Senior Housing

complies with the Buildings standards at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 14 can be found in the CIDDS Checklist (see Attachment 2).

The Gateway Senior residential building does not have a back side; all elevations are provided with generous windows. Even the garage wall is provided with inoperable windows, to reinforce the residential character of the building (see East Elevation on sheet A0300).

Fig. 30. Façade of 5-story buildings facing the I-90 Freeway

Building Mass and Design (Sec. 14.3)

Building mass and design are meant to reinforce Pedestrian-Friendly public spaces through the modulation of height and massing, as well as the use of architectural details to further provide interest at the street level. The long building is visually broken up by providing a central bay that serves as the "node", and orienting the two wings of the building at an angle from each other. Surface relief, depth and shadows are provided for the building by recessing some bays and adding balconies. The roof is broken up into smaller gables and shed roofs, completing the overall effect of creating a series of small buildings in a row, instead of one massive building (see sheet A0300 for all elevations).The design of the buildings meets the standards for articulation, modulation and the change of building materials. A material/color board will be shared at the Development Commission meeting sharing examples of proposed materials and colors for the buildings.

Tripartite articulation is often used to scale down tall structures by creating horizontal bands of similar architectural elements, with defined base, middle and top. The building achieves this by providing a series of pitched roofs for a top, with the residential units as the middle, and a base clad in stone. See Fig. 31 and Fig. 32 below.

Fig. 31. Building façade along Schneider Creek

Fig. 32. Façade of 5-story buildings facing Newport Way

Ground Level Details (Sec. 14.4)

Architecture and landscaping features are required to enhance pedestrian experience at the ground level, using techniques such as large window coverage, active interior spaces clearly visible from the public areas, enhanced landscaping, special paving, pedestrian scaled lighting and weather protection.

The main public building entrance is distinguished from the private entrances by providing a large canopy that extends to the travel lane of the Neighborhood Street. In contrast, the private residential entrances are all recessed from the Neighborhood Street and defined by a patio and a landscaped transition zone, which helps distinguish the private spaces from the publicly accessible spaces of the main building's outdoor plazas. The communal dining room and living room is provided with full glazing so that the activities inside the building are

visible from the plaza at the east side of the building and visually relates the interior building activities with the outdoor communal activities along the buffer of Schneider Creek.

The ground floor units of the Gateway Senior residential building are provided with front doors directly accessed off the Neighborhood Street and the parking lots. The multiple building entries are provided with pedestrian-friendly features including a covered porch, large windows and wall sconce lighting. The architectural treatment provides a consistent rhythm that reinforces the street wall of the Neighborhood Street.

Fig. 33. Detail of Main Lobby Entry/Drop Off

Fig. 34. Detail of Entries to Ground Floor Units

Chapter 17: Lighting

Chapter 17 provides the standards for lighting. The Lighting Plan shows a lighting scheme that consists primarily of:

- pole light fixtures for the streets;
- wall fixtures for building entries
- bollards or other building light fixtures

Compliance with the Lighting Standards will be fully reviewed at construction permit. At this phase, staff is providing a cursory review.

Exterior light fixtures should not just be functional and utilitarian but used as an element in creating the urban public realm. The Applicant is encouraged to consider a light fixture that complements the wood and stone treatment of the building to further reinforce the Western Gateway character of this site.

The proposed scheme shows that the selection of lighting type and exterior locations is intuitive (see sheet L1.12. The Applicant has not selected the style of the street lights but has shown two options (see sheet L1.13). One option, the gooseneck style, is encouraged by the CIDDS because of its inherent decorative aspect. The other style, with a streamlined disk, could also work with the architectural style of the development. The bollards proposed for the walkways do not meet section 17.7.A, which requires light fixtures to illuminate the full height of a person walking on a trail or in a park. The correct light fixture will be required as part of the construction permit approval.

The lighting plan complies but several CIDDS standards are more appropriately reviewed at the construction permit review phase. The lighting fixtures proposed will need to be confirmed with a photometric plan that they are sized appropriately for activities without overlapping illumination patterns. All lighting fixtures will need to be specified to comply with BUG ratings.

VII. Additional Review: Other City Standards, Outside Agencies

General:

Grading

A slope analysis was conducted by the applicant, which determined that the existing slopes meet the City's limited exemptions for steep slope hazards as defined in IMC 18.10.580. Mitigated Determination of Nonsignificance SEPA decision has been issued and together with other concerns addressed this analysis and found the findings consistent with the aforementioned City Code.

Utilities

Storm:

The City has adopted the 2009 King County Surface Water Drainage Manual together with the City of Issaquah 2011 Addendum, both of which together identify the requirements for the storm water conveyance, detention, and treatment systems. Preliminary plans and reports indicate that the project will comply with the above standards and requirements.

[Condition 19] *A public storm drain is required along the easterly margin of the site and shall be constructed to City standards including a public storm drain easement.*

Sewer:

The City of Issaquah 2005 Sewer Standards identify the requirements for the sewer collection and conveyance systems. The proposed design is based upon the completion of a downstream gravity sewer system on the Gateway Apartment site. If the Gateway Senior Housing connection is not constructed, the project may be served by a sewer system on Newport Way, but must be pumped. A downstream sewer system if constructed will benefit this project, and as such reimbursement may be required as allowed by City Code.

Water:

A looped water system is proposed, subject to the completion of offsite improvements on the Gateway Apartment site. If the Gateway Senior Housing section is not constructed, an onsite looped water system is still required. A fire flow analysis shall be conducted to determine if the offsite water system in Newport Way NW requires upsizing.

[Condition 20] *The water main shall be looped through project with two connections to the existing public water system, providing for fire flow consistent with City Code.*

[Condition 21] *A fire flow analysis shall be conducted to determine if the offsite water system in Newport Way NW requires upsizing consistent with City Code.*

Review comments received from other City departments, listed below, have been incorporated into the Staff Report.

- Eastside Fire & Rescue
- Public Works Engineering

VIII. Proposed Motion

Based upon the applications, submitted plans and technical reports, listed Attachments, and rationale contained in the Staff Report, the Administration recommends that the Development Commission move to:

Approve the Site Development Permit for the project known as Gateway Senior Housing, File No. SDP15-00005, subject to the terms and conditions of the Staff Report dated January 27, 2016, Attachments 1 thru 11, and the following conditions:

General Conditions

A1. An approved Lot Line Adjustment shall be required prior to issuance of the Site Work Permit.

A2. Any above ground and at-grade utilities will need to be located to eliminate their visual impact in buildings or underground. Locations shall be shown on the first Site Work permit (such as for roads, paving, utilities, not clearing and grading). Some options for screening may be acceptable with architecture and/or landscaping and shall be worked out prior to approval of the final landscaping plans.

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1 No building permit shall be issued prior to the approved of the Lot Line Adjustment for the Gateway Phase 1 and Phase 2 projects, LLA15-00007.

2 *The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.*

3 [Placeholder, Neighborhood Street connection to adjacent property – to be provided with the Briefing Memo]

4 Existing power lines shall be installed underground, as part of the half street improvements.

5 With Site Work construction permits, the applicant will be required to provide a center median treated either as a landscape planter or turn lane, where appropriate.

6 Provide additional treatment to the plaza at the bottom of the ramped walkway so cars can easily identify the travel lanes and pedestrians are protected from cars straying into the pedestrian-only zone. This includes changes in materials, paving treatment, bollards, etc. which will be identified during construction permit review.

7 The pedestrian circulation area serving the ground-floor units of the north wing of the building shall be designed such that visitors and non-residents know the sidewalk is not a primary connection to other community spaces on site. At the same time, this area should be well-lit with natural and artificial light, and provided with attractive landscaping that engages the senses, so that it is comfortable, safe and can be easily monitored informally. The retaining walls shall be softened with landscaping or designed as an art wall.

8 Reconfigure the driveway connection to the Neighborhood Street, using changes in grade, paving and other visual cues, to signal to pedestrians and motorists that they are entering a driveway and that the Neighborhood Street will connect to the adjacent property.

9 Reduce the width of the Neighborhood Street driveway at Newport Way to the minimum required for private vehicles while using techniques that maintain functionality for the various larger vehicles accessing the site.

10 Consider using City Street Standard T-37, Crosswalk Stripe for Decorative Pavement, at pedestrian crossings in the interior of the lot.

11 Design the 10-foot wide ped-bike connection over Schneider Creek to accommodate a queuing bridge (similar to the photos). The bridge shall be kept at the same width, connecting the Gateway Senior Housing site to the Gateway Senior Housing, immediately west of the project.

12 Re-orient the walkway to the garage man door to integrate with the plaza and to separate pedestrians from the driveway to the garage. Move landscape adjacent to the garage driveway.

13 The community garden shall provide:
- *a) a convenient location for storage of tools, and gardening supplies within easy access of the garden plots.*
- *b) water and power connections*

14 Pet waste stations should be distributed throughout the site, where pets are likely to be allowed, especially in the community spaces for recreational use.

15 A total of 375 replacement trees, with a min. size of 2 inches caliper, shall be provided.

16 The landscape treatment along Newport Way shall emphasize the gateway-to-Issaquah function of this property. Plant trees along the eastern edge of Newport Way that reinforces the character of the site. That is, use a more natural palette and placement north of the entry road and south of the ramp entry, and provide in the central area between the vehicular and ramp entries a more urban, regular, and primarily deciduous palette with evergreens selected to fit in the space available. The trees and understory vegetation for the length of Newport Way coinciding with the length of the building shall be designed as a "foreground" to the building, with the trees paired or staggered from the street trees and accommodate good sightlines into the site and building.

17 The top floor of the building, which is the part most visible from Newport Way, should be further refined to create a strong architectural statement befitting the Western Gateway. Consider adding timber truss elements to the middle gable roof, or acceptable alternative reflective of the "Northwest" architecture example in Fig. 25 of the SDP staff report.

18 The pedestrian entry on Newport Way shall be emphasized with a combination of street furnishings, accent landscaping and accent lighting, so that it provides a clear sense of arrival for pedestrians.

19 *A public storm drain is required along the easterly margin of the site and shall be constructed to City standards including a public storm drain easement.*

20 *The water main shall be looped through project with two connections to the existing public water system, providing for fire flow consistent with City Code.*

21 *A fire flow analysis shall be conducted to determine if the offsite water system in Newport Way NW requires upsizing consistent with City Code.*

XI. Attachments

1 Site Vicinity Map
2 CIDDS Checklist with Staff Analysis
3 SEPA Mitigated Determination of Nonsignificance, Issued January 14, 2016 and SEPA Checklist
4 Site Development Permit Application, SDP 15-00002
5 Applicant Project Narrative
6 SDP15-00002 Project Drawings

Public Comments with Staff or Applicant responses

7 from Martine Delmulle
8 from Joe Verner
9 from Connie Marsh
10 from Tina Conforti
11 from Mary Lynch